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9 **Clean Copy of 'Brief Summary of the Invention- Objectives and Advantages'**
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11 BRIEF SUMMARY OF THE INVENTION - OBJECTIVES AND ADVANTAGES

12 The primary object of this invention is to provide a marine reaction thruster that enhances
13 the operating efficiency of a marine engine at least twenty percent over that possible through
14 the use of conventional propulsion systems of comparable size. It is also an object of this
15 invention to provide a marine reaction thruster that is simple and cost effective to manufacture.
16 A further object of this invention is to provide a marine reaction thruster that is easily and cost-
17 effectively maintained. It is also an object of this invention to provide a marine reaction
18 thruster with durable construction for long-term use. A further object of this invention is to
19 provide a marine reaction thruster that is less dangerous to marine life than conventional
20 propulsion systems. It is also an objective to provide a marine reaction thruster that is
21 configured and positioned for reduced risk of damage by reefs, sandbars, and other underwater
22 obstacles. A further object of this invention is to provide a marine reaction thruster having
23 virtually silent operation, without vibration or propeller thumping.

24 As described herein, properly manufactured, and installed within the hull of a marine
25 vessel, the present invention marine reaction thruster is designed to propel fluid by discharging
26 it rearward with a reaction of increased force. This is accomplished by using a succession of
27 increasingly smaller propellers mounted on the same drive shaft within a conical/tapered

housing and ensuring that each propeller has a maximum the pitch angle of approximately 10° to 12° . Pitch angle is defined by the diagram in Fig. 16.

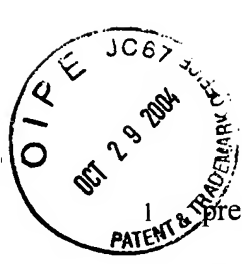
The constant volume of fluid moving across the successively smaller propellers, in combination with the decreasing cross-sectional dimension of the propeller housing, sequentially increases the velocity of the seawater moving through the housing as it passes each propeller. An example of how the present invention causes increased operating efficiency over conventional marine propulsion systems is identified below. If the first propeller of the present invention propeller would be made with a diameter dimension of approximately ten inches and a pitch of approximately five-and-one-half inches, it would move approximately one-hundred-seventy-one cubic inches of fluid in one revolution. The next smaller propeller mounted on the same drive shaft would then be approximately nine-and-one-fourth inches in diameter and have a pitch of approximately six-inches. Since the volume of the fluid passing the second propeller is the same as that moving past the first propeller, the velocity of the fluid has now accelerated approximately 1%, generating a thrust reaction for the fluid as it approaches the third propeller. Then, if the third propeller is made with a diameter dimension of approximately eight inches and a pitch of approximately six-inches, and if its overall pitch angle is maintained at approximately $11^{\circ}30'$, the third propeller will further increase the velocity of the seawater moving rearwardly within the conical/tapered housing. When a fourth propeller is made with a diameter dimension of approximately seven-and-one-half inches and a pitch of approximately six-and-one-half inches, and its is mounted on the same drive shaft behind the other three propellers, and further where the discharge opening of the conical/tapered housing is approximately three inches in diameter (or approximately 9.42 square inches), the velocity of the one-hundred-seventy-one cubic inches of seawater as it exits the discharge opening is

1 increased by approximately 20%. Further, as a result of the design of a keyhole-shaped opening
2 in a cover plate mounted flush with the associated marine hull and aligned with the inlet
3 opening of the present invention's conical/tapered housing, a large volume of seawater is drawn
4 up into the conical/tapered housing without cavitation when the hull moves in a forwardly
5 direction. The narrow end of the keyhole shape must face the bow of the associated marine
6 hull, whereby the laminar flow of seawater across the forwardly moving hull is caused to form
7 eddys at the outside edges on the narrow end of the keyhole-shaped opening and seawater to
8 thereafter flow into the conical/tapered housing at the center of its leading edges, making a right
9 angle or knee turn (genuflect) into the keyhole-shaped inlet opening. Rounded edges on the
10 narrow end of the keyhole-shaped opening will cause the eddys to form, and prevent the
11 seawater from bypassing the opening. However, the efficiency of seawater inflow is increased
12 by use of inwardly sloping edges adjacent to the narrow portion of the keyhole-shaped inlet
13 opening. The larger and wider rear portion of the keyhole-shaped opening can also be angled or
14 otherwise made sloping on its rear top surface to enhance upward seawater flow into the
15 conical/tapered housing and maximize efficiency. Thus the eddys which are formed in the
16 narrow end of the keyhole-shaped inlet opening redirect the inertial energy of the laminar flow
17 to move upward (genuflect) into the conical/tapered housing of the present invention and
18 thereby induce the main flow of seawater to follow without protest. Due to the large amount of
19 seawater induced to flow into the keyhole-shaped inlet opening, which prevents steam bubbles
20 that are low in temperature and pressure from forming, cavitation is eliminated as the seawater
21 moves toward the first propeller. Also, the present invention is easily maintained. The need to
22 clean drag-producing debris from the present invention propeller blades, or the strut that
23 supports the distal end of the drive shaft upon which the propellers are mounted, is reduced

1 when a debris-cutting blade is positioned for rotation in front of one or more of the propellers,
2 and optionally in front of the strut. The debris cutter in front of the strut may be larger than
3 those positioned in front of the propellers. Since it is contemplated for the motor connected to
4 the drive shaft to always have a right-hand rotation, all components affected by drive shaft
5 rotation will also have a right-hand configuration, including the positioning of the cutting edges
6 on each debris cutter used. Also, the front casting, inlet opening cover plate, and strut plate are
7 removable for easy maintenance access to the strut, drive shaft, and propellers. In addition,
8 failure of the present invention propellers is reduced since they are internally located within a
9 protective conical/tapered housing that is further protected by a marine hull. Thus, unless there
10 is a hull breach, the propellers are unavailable for direct contact with large marine life or
11 underwater objects such as reefs and sand bars. Further, the fact that no transmission is
12 required allows for a simple construction, and the present invention has a nearly silent operation
13 that could benefit submarine vessels used in research and military applications. However, since
14 no transmission is present, a change in the direction of movement for the marine hull associated
15 with the present invention is preferably accomplished by a reverse and steering assembly
16 positioned rearward from the discharge opening, which includes opposing rudders having
17 Ackerman geometry that allows one rudder to move more than the other while the associated
18 marine hull is making a turn and the second rudder to move more than the first while making a
19 turn in the opposite direction, for less disruption of the water and enhanced operating
20 efficiency. Rearward movement of the associated marine hull is also simply accomplished by
21 use of a movable gate within the reverse and steering assembly that deflects the seawater
22 flowing rearwardly from the conical/tapered housing into a downward and forwardly direction

1 under the hull. Sturdy, non-corrosive materials, and oversized fasteners, further make the
2 present invention durable for long-term use.

3 While the description herein provides preferred embodiments of the present invention, it
4 should not be used to limit its scope. For example, variations of the present invention, while
5 not shown and described herein, can also be considered within the scope of the present
6 invention, such as variations in the number of propeller blades used within the conical housing;
7 the materials used for manufacture of the conical/tapered housing; the number, size,
8 configuration, type, and positioning of bolts and/or other fasteners used to attach components of
9 the present invention together and the conical/tapered housing in its usable position against the
10 inside surfaces of the marine hull bottom and its transom; the length and width dimensions of
11 the keyhole-shaped opening used to induce a large volume of seawater (genuflect) through the
12 bottom surface of the associated marine hull as long as such dimensions remain in substantial
13 proportion to the keyhole-shaped configuration shown and described herein; the safety
14 precaution means used to prevent large objects from entering the keyhole-shaped opening in the
15 marine hull in very large embodiments of the present invention, and the number of present
16 invention thrusters that can be used in association with larger marine hulls, such as a
17 submarine. Thus, the scope of the present invention should be determined by the appended
18 claims and their legal equivalents, rather than being limited to the examples given.



1 pressure from forming, cavitation is eliminated as the seawater moves toward the first propeller.

2 Also, the present invention is easily maintained. The need to clean drag-producing debris from

3 the present invention propeller blades, or the strut that supports the distal end of the drive shaft

4 upon which the propellers are mounted, is reduced when a debris-cutting blade is positioned for

5 rotation in front of one or more of the propellers, and optionally in front of the strut. The debris

6 cutter in front of the strut may be larger than those positioned in front of the propellers. Since it

7 is contemplated for the motor connected to the drive shaft to always have a right-hand rotation,

8 all components affected by drive shaft rotation will also have a right-hand configuration,

9 including the positioning of the cutting edges on each debris cutter used. Also, the front

10 casting, inlet opening cover plate, and strut plate are removable for easy maintenance access to

11 the strut, drive shaft, and propellers. In addition, failure of the present invention propellers is

12 reduced since they are internally located within a protective conical/tapered housing that is

13 further protected by a marine hull. Thus, unless there is a hull breach, the propellers are

14 unavailable for direct contact with large marine life or underwater objects such as reefs and

15 sand bars. Further, the fact that no transmission is required allows for a simple construction,

16 and the present invention has a nearly silent operation that could benefit submarine vessels used

17 in research and military applications. However, since no transmission is present, a change in

18 the direction of movement for the marine hull associated with the present invention is

19 preferably accomplished by a reverse and steering assembly positioned rearward from the

20 discharge opening, which includes opposing rudders having Ackerman geometry that allows

21 one rudder to move more than the other while the associated marine hull is making a turn and

22 the second rudder to move more than the first while making a turn in the opposite direction, for

23 less disruption of the water and enhanced operating efficiency. Rearward movement of the

1 of the conical/tapered housing, with a plurality of recessed apertures around its perimeter that
2 allow it to be placed flush within the bottom surface of a marine hull for most efficient and
3 effective use, and its centrally positioned keyhole-shaped opening having tapering outside edges
4 on its narrow end that cause a large volume of fluid to flow into the wider end of its
5 conical/tapered housing without cavitation, the narrow end of the keyhole-shaped opening
6 necessarily being positioned toward the bow of the marine hull into which it is mounted for
7 maximum disruption of the laminar seawater flowing under the forward moving hull.

8 Fig. 5 is a plan view of the strut plate used over a rectangular access opening through the upper
9 portion of the conical/tapered propeller housing of the most preferred embodiment of the
10 present invention marine reaction thruster, with a plurality of fastener openings in a rectangular
11 pattern being positioned near the perimeter of the strut plate, and the proximal end of the strut
12 that is connected to the reverse side of the strut plate and used for supporting the distal end of
13 the drive shaft upon which the propellers are mounted being centrally positioned and shown in
14 broken lines.

15 Fig. 6 is a side view of one preferred embodiment of debris cutter contemplated for use with the
16 propellers and/or strut in the most preferred embodiment of the present invention marine
17 reaction thruster with its cutting edges configured for right-hand rotation and a curved arrow
18 showing the direction of its rotation, and with the cutter also having a means for a keyed
19 attachment to the drive shaft upon which the propellers are mounted for movement in unison
20 with the drive shaft and propellers.

21 Fig. 7 is a side view of the conical/tapered propeller housing in the most preferred embodiment
22 of the present invention marine reaction thruster being secured between the bottom inside
23 surface of a marine hull, a front casting supporting a drive shaft that extends into the housing,

1 insertion therethrough of drive shaft 6 and a rectangular-shaped cutout 52 configured to mate
2 with key 18 on drive shaft 6. The rectangular shapes of key 18 and cutout 52 are not critical, as
3 long as their configurations cause debris cutting member 16 to rotate in unison with drive shaft
4 6. It is contemplated for the cutting edges 50 of debris cutter 6 to be very sharp so that debris in
5 seawater drawn through inlet opening 10 is sufficiently shredded to avoid becoming wrapped
6 around the propeller 4 or strut 12 behind it and creating drag. Also, since in the most preferred
7 embodiment 2 of the present invention the motor (not shown) connected to drive shaft 6 would
8 always have a right-hand rotation, an arrow in Fig. 6 shows the contemplated direction of
9 rotation for all debris cutting members 16, and the uniform positioning of all sharp edges 50 on
10 debris cutting members 16 in the direction of rotation. The materials from which debris cutting
11 members 16 are made should be strong and corrosion-resistant, and a material that can hold a
12 sharp edge so as to reduce maintenance. While the number of debris cutters used is not critical,
13 periodic maintenance resulting from the need to clean drag-producing debris (not shown) from
14 propellers 4A-4D is reduced by use of a debris cutting member 16 positioned for rotation in
15 front of each successive propeller 4 and strut 12. It is considered to be within the scope of the
16 present invention for the diameter dimension and configuration of cutting edges 50 of debris
17 cutting members 16 to be selected according to the size of the propeller 4 or strut 12 with which
18 it is being used. Fig. 7 shows the debris cutting member 16 positioned in front of strut 12 to be
19 larger than the debris cutting members 16 positioned in front of propellers 4A-4D, however the
20 sizes shown are not critical. Further, the thickness dimension of the debris cutting members
21 used is not critical, and can vary according to the need.

22 Fig. 7 shows the conical/tapered housing 8 in the most preferred embodiment of the
23 present invention marine reaction thruster having front casting 30 attached to its wider end and